

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 11/10/1998**

ANC97MA161		04/10/1997		WAINWRIGHT, AK		Aircraft Reg No. N408GV		Time (Local): 20:30 ADT			
File No. 1538											
Make/Model:		Cessna / 208B				Fatal		Serious		Minor/None	
Engine Make/Model:		P&W / PT6A-114A				Crew		1		0	
Aircraft Damage:		Destroyed				Pass		4		0	
Number of Engines:		1									
Operating Certificate(s):		Commuter Air Carrier									
Name of Carrier:		HAGELAND AVIATION SERVICES									
Type of Flight Operation:		Scheduled; Domestic; Passenger/Cargo									
Reg. Flight Conducted Under:		Part 135: Air Taxi & Commuter									
Last Depart. Point:		BARROW , AK				Condition of Light:		Day			
Destination:		Same as Accident/Incident Location				Weather Info Src:		Weather Observation Facility			
Airport Proximity:		Off Airport/Airstrip				Basic Weather:					
						Lowest Ceiling:		500 Ft. AGL, Overcast			
						Visibility:		7.00 SM			
						Wind Dir/Speed:		150 / 011 Kts			
						Temperature (°C):		16			
						Obstr to Vision:		None			
						Precipitation:		None			
Pilot-in-Command		Age: 41				Flight Time (Hours)					
Certificate(s)/Rating(s)						Total All Aircraft:		3660			
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea						Last 90 Days:		Unk/Nr			
Instrument Ratings						Total Make/Model:		60			
Airplane						Total Instrument Time:		300			

The pilot had contacted the FSS 11 times on the day of the accident to obtain weather briefings. The conditions were below VFR minimums, which were required to conduct the passenger-carrying commercial flight in a single-engine airplane. The conditions later improved and the pilot departed under a special VFR clearance. The pilot performed two approaches at the destination airport in IMC that were consistent with the two GPS approaches that were available there. Weather data and witnesses indicate that daylight conditions, low clouds and poor visibility prevailed, with cloud tops at 1,000 feet. After the second approach, the pilot radioed that he was heading back to the departure airport because he could not see the airport. No distress calls or unusual engine noises were heard. The airplane subsequently flew north of the airport and away from the departure airport at an altitude beneath the minimum radar coverage of 2,200 feet. It impacted the frozen Arctic Ocean in a right bank and at a 60-degree nose-down attitude about three miles away from the location of the pilot's last radio transmission. An examination of the airplane (before it sank through cracking ice) revealed no pre-impact mechanical malfunctions. An examination of the propeller revealed that it was under a power setting consistent with a maneuvering airspeed at the time of impact. An examination of the autopilot annunciator filament revealed that the autopilot was not engaged at impact. The airplane was nearly full of fuel and over its published maximum gross weight at impact. Small pieces of clear ice, about 1/4-inch thick, were found on portions of the tail surfaces. Interviews with operator employees and the pilot's wife revealed that the pilot may have felt pressure from himself and passengers to complete the flight.

Brief of Accident (Continued)

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WAINWRIGHT, AK

Aircraft Reg No. N408GV

Time (Local): 20:30 ADT

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

Findings

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - ICING CONDITIONS
5. (C) VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
6. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - WATER,FROZEN

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's intentional VFR flight into instrument meteorological conditions and his failure to maintain altitude/clearance from terrain.

Factors contributing to the accident were the weather conditions.